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Hongkong 3rd December, 1903. 333

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The SINGER belongs to you.

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Hongkong, 22nd April, 1904. [1016]

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Hongkong, 6th May, 1903. [a218]

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Table D'Hôte at separate tables.

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Hongkong, 10th June 1903. [a1082]

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CANTON

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WM. FARMER,

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[a607-1977]

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THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DEE YU STREET, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH APRIL, 1904

In the correspondence columns of the London Times at the end of March, Admiral C. C. PENROSE FITZGERALD brings up again or rather joins in the resuscitated discussion of British policy at Weihaiwei. The Times special war correspondent on the Hainan, telegraphing by the new wireless apparatus from Chinnampo on the 21st ultimo, denounced this policy as "casual in the extreme," a criticism which inspired Admiral FITZGERALD to write. The Admiral has particular reasons for so doing, seeing that his opinions, with those of his chief, Admiral Sir EDWARD SEYMOUR, have been quoted in the House of Lords. As he points out, Admiral SEYMOUR, serving at present on full pay, is not permitted to publish his opinions; but he himself is not under such restrictions. Admiral FITZGERALD states that his views are still unaltered from what they were three years ago, when the Government asked for them; he cannot answer for Sir EDWARD, but at any rate in 1901 both were adverse to holding Weihaiwei in an absolutely unfortified condition. They thought, continues Admiral FITZGERALD, that the decision to keep the British flag flying on the island, even if we only called it a sanatorium and a watering-place, but with a certain amount of coal, other stores, hospital, playgrounds, &c., within ninety miles of Port Arthur, but without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position, as the admiral in command of the station would either have to haul down the flag, destroy the stores, embark the sick, and "cut and run" on the first threat of war, or else he would have to tie his squadron to the place to protect it. Admiral FITZGERALD is glad to be able to quote Admiral FREMANTLE, who was for three years in command on this station, who also endorses the Times correspondent's opinion. He then proceeds to demolish the statement of Sir JAMES HOPE, produced by Sir SPENCER WALPOLE in defence of the Government, that both Chefoo and Weihaiwei are worthless. He says that, while Chefoo is out of the question as being a treaty port, the conditions at Weihaiwei since Sir JAMES

Horne visited it forty-four years ago have so changed as to render his opinion at that time irrelevant to the present. The harbour has been deepened, and the water question has been solved. Admiral FITZGERALD agrees with the Times representative that in Weihaiwei we possess the finest harbour in the Yellow Sea, for that is so not only actually, but still more so potentially; if you want to make an extra berth for a battleship at Weihaiwei you have to dredge out about 3ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you must dig out 30ft. of the same material, or anything else there may be underneath it, as the available area is mostly dry at low water. In fact "any comparison between Weihaiwei and Port Arthur is as the Guildhall to a rat-trap." The letter concludes, "My idea of the proper policy to be pursued with regard to Weihaiwei may be summed up in three words—Fortify or quit."

Now it is certainly remarkable that these three, Admirals SEYMOUR (three years ago, at least), FITZGERALD, and FREMANTLE, who have all been first or second in command of the British Fleet in China waters, have all expressed themselves strongly against the policy of the non-fortification of Weihaiwei, and that this policy nevertheless has been decided on by Great Britain. But, in justice to those who directed the policy in question, we must allow that in Admiral Sir CYPRIAN BRIDGE, who only last month retired from the China command, they have a very strong advocate. In the same number of the Times in which Admiral FITZGERALD'S communication appears, there is a very able letter signed simply "J. R. T.," in which great importance is attached to the opinion of Admiral BRIDGE, whom the Times has described as "entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy." These remarks of the Times, it may be remembered, occurred in an article on a paper read by Admiral BRIDGE before the United Service Institution at Hongkong in February, 1903, on "The Supply and Communications of a Fleet," which vigorously supported his own advice to the Government against the organization of Weihaiwei as a secondary base for the supply of stores, ammunition, and coal to British warships in North Chinese waters.

"J. R. T." then develops the argument—not new, but still potent—that Weihaiwei's proper defence is a predominant fleet, without which no fortifications would enable it to hold out. He says:—"Port Arthur and Vladivostok have been fortified at great cost and heavily garrisoned. Suppose, instead of spending the money on brick-laying, Russia had devoted it to such an increase of her naval power in Far Eastern waters as would have given her undisputed command of the area of maritime conflict with Japan. Is it not certain that in such a case no Japanese sailor or soldier would ever even have set eyes on Port Arthur or Vladivostok, still less have been in a position to attack and possibly to capture them?" The argument, though clever, strikes us as a little specious. No one would wish to see the Fleet here anything but sufficiently powerful to inspire respect. But it cannot be guaranteed against all accidents, and an unfortified Weihaiwei might, in some conceivable circumstances, be exposed to risks which would not threaten a place fortified sufficiently to stand a blockade. However, we have no wish to intrude on a controversy between experts. It merely seems to us strange that some of them, most able men with Far Eastern experience, should be so very strongly opposed to the Government view.

His Majesty the King received Major-General Sir Matthew Nathan in audience at Buckingham Palace on the 25th ult.

Mr. J. G. Melrose has won the golf championship of Caylen, beating Mr. R. W. Neen in the final at Nuwara Eliya by 10 up and 8 to play. At the Nuwara Eliya Meeting Mr. Melrose won, in addition to the open championship, the Kesna Cup, the Captain's Cup, and, with a partner, the Foursomes.

Mr. R. F. Johnston, Acting Assistant Colonial Secretary and Clerk of Councils, who is proceeding shortly to Weihaiwei to take up there the post of Secretary to the Government, to which he has been seconded for a year, was entertained to a farewell dinner last night by some of the leading Chinese gentlemen of this Colony. A few European guests were also present to meet him.

At Singapore Joseph Somers, musical director of the Stanley Opera Company, is charged with being concerned in the murder of a German named Warburg by shooting him in course of a disturbance at a house of ill-fame.

Three fatal Chinese plague cases were reported yesterday, two in Kowloon and one near the Canton Wharf. Two of the bodies had been "dumped." Last week, besides 5 fatal Chinese plague cases, there were 4 Chinese cases of small-pox, 4 of them fatal, in the Colony.

On Sunday next the s.s. *Sang Cheong* will run on an excursion trip round the island and to Mrs. Day, an unaccustomed route which will doubtless attract many who desire to make acquaintance with our Fleet's practice field. The band of the 93rd Bannas will be on board. The steamer will leave at 10.30 a.m. and return about 6.30 p.m.

The following is rather significant, coming as it does from the London Daily News.—We can scarcely hail as a sign of completely restored health the utterance of Mr. W. T. Stead at Cape Town. To seek to revive the bitterest feelings of the war in a speech would be a disastrous thing in a Dutch citizen of the Colony. In an English visitor we confess we find it deplorable in the extreme.

Japanese coal seems to be extending its own market, and the war, instead of retarding its export, now sees it in use as far west as Colombo. Returns just published at the Ceylon port show that the imports of coal there since 1901 have been as follows:—

	1902.	1903.	1904 (1st 2 months).
English coal	288,362	246,500	65,410
Japanese coal	Nil	25,400	3,780
Australian coal	3,752	12,200	Nil
Indian coal	240,045	231,300	58,980
Total	532,159	516,400	—

On the 26th inst. a London morning journal published a statement to the effect that the eminent bacteriologist, Sir Patrick Manson, was greatly averse to the importation of Chinese into South Africa. It was stated, too, that the medical advisers of the Government had given an official warning against the introduction of Chinese labour in view of the danger from plague. Sir Patrick Manson has emphatically contradicted a statement of similar import issued by a news agency. He described the report as "All bunkum," and assumed that it was merely a *ballon d'essai*.

It is understood that the Government of Bengal have given their approval to the experimental scheme put before them by the committee of the Training Ship Institution for sending home, to the *Mars* training-ship, a limited number of selected poor boys belonging to the domiciled community, to receive a three years' training before being apprenticed to a sea-faring life. Government are to bear one-third part of the cost of outfit, passage money and annual maintenance of each boy. The public, through the Marine Society of India about to be incorporated, is expected to do the rest.

Mr. MacNeill M.P., who appears to be anxious that "the Chinese labourers for the Transvaal, both on the voyage to South Africa and when they reach the Rand, shall have the ministrations of priests of their own religion," asked Mr. Lyttelton in the House of Commons last month whether idols for the purposes of celebrating their religious rites would be provided for the Chinamen. The Colonial Secretary assured Mr. MacNeill that his anxiety was misplaced. He might very well leave the religious rites of the Chinese to their own administration and their worship to be solemnised after their own fashion.

The MS. of the first book of Milton's *Paradise Lost* has been purchased by a well-known American collector (not Mr. J. P. Morgan, it is said), and is now in the United States. The MS. was bought in for the vendor on January 25 at £5,000. Whether its ultimate destination is a private, or a public library remains to be seen; in any case, it is not likely to appear again in England. The MS. is not in Milton's autograph, but it is the next best possible thing—it is the "copy" from which the printer set up this portion of the great poem. Its literary interest and value, therefore, cannot be denied. It is one, and perhaps quite the most important, of the many literary relics which have passed out of England into American collections.

When exchanging after-dinner speeches at Naples the other day the King of Italy used his own language, while the Kaiser's thoughts were clothed in German. This was in accordance with the rule laid down by Bismarck after the great war when he began to rebel against the use of French as the exclusive language of diplomacy, as being inconsistent with the dignity of the new German Empire. Thenceforth if the German Foreign Office received a communication from any member of the Diplomatic Corps in his native language—say English, the answer was in German, but if the communication was in French the reply would be in the same tongue. The same rule was applied to the meetings of Sovereigns. Thus, when the present Kaiser went to St. Petersburg and was toasted in French by the late Tsar—who, as a Tsar, would never speak German—the Kaiser replied in French, which he speaks to perfection—"like a Parisian in fact," as Jules Simon said of him after making his acquaintance at the Labour Conference. But if the Tsar had used Russian, the Kaiser would have retorted with German. In what language the "Admiral of the Atlantic" signalled his famous farewell message to the "Admiral of the Pacific" is not recorded.

TELEGRAMS.

REUTERS SERVICE.

THE WAR—ADMIRAL ALEXIEFF'S RESIGNATION.

LONDON, 25th April.
News from St. Petersburg says that the Tsar has refused to accept Admiral Alexieff's resignation for the present, pointing out that at such a grave moment it is the duty of every Russian to forget private differences. The resignation has consequently been withdrawn, but it is believed to be only a temporary arrangement pending the arrival of Admiral Skrydloff.

REPORTED MEDIATION.

LONDON, 25th April.
The Russian Press is ardently discussing a report of projected British mediation. The origin of the report is unknown, but in any case it is baseless.

RUSSIA BUYS COMMERCE-DESTROYERS.

LONDON, 25th April.
Russia has bought, indirectly, nine German liners which will be fitted as cruisers, it is reported to prey upon Japanese commerce.

CHINA AND THE UNITED STATES.

LONDON, 25th April.
The Emperor of China's nephew, Prince Pu Lan, is meeting with exceptional hospitality in Washington. Mr. Hay gave a dinner in his honour yesterday, and President Roosevelt receives him to-day.

KING AND QUEEN VISIT IRELAND.

LONDON, 25th April.
The King and Queen have started for Ireland on a visit.

LABOUR-RIDDEN AUSTRALIA.

LONDON, 25th April.
Mr. Watson, a Laborite, is forming the Australian Cabinet.

THE UNITED STATES AND CHINESE LABOUR.

LONDON, 25th April.
The Washington Cabinet has decided to exempt laborers for the Panama Canal from the Chinese exclusion laws.

NAVAL NOTES.

H.M.S. "TERRIBLE."

H.M. cruiser *Terrible* has gone to Portsmouth. During the last 18 months she has undergone an overhaul at Messrs. John Brown and Co.'s yard at Clydebank. Her additions are four 6in. guns in casemates on the upper deck amidships, two port and two starboard. Her armament is now two 9.2in. breechloading guns in barbettes, fore and aft; 16 6in. q. guns; 14 12-pr. guns; eight 3-pr. guns; and 303 Maxims; and four submerged torpedo-tubes—much stronger than when she was out here.

ITALIAN CRUISERS FOR CHINA.

The departure of the Italian cruisers *Umbria* and *Dagali* for the Far East was delayed for some days in order that they might receive the apparatus necessary for wireless telegraphy.

TORPEDO WARFARE.

The *Petit Var* records some operations at Brest in March which were evidently inspired by the Japanese torpedo-boat attack at Port Arthur. The t.b.'s belonging to the mobile defence were ordered to force an entrance into Brest Harbour at night, if possible, without being discovered by the searchlights ashore and afloat. The defenders were at their posts at 8.30 p.m., and at 9 p.m. the searchlights were in full action, a line of mines was in readiness, and a boom was placed across the entrance of the harbour. The searchlights from the forts threw three bands of light across the entrance, while the lights afloat searched the horizon, and at 10 p.m. discovered some of the t.b.'s approaching singly with all lights masked. Not one of the t.b.'s succeeded in reaching the entrance unobserved, and the attack was considered to have failed.

S.M.S. "TIGER."

The German gunboat *Tiger* has arrived at Hongkong. She left Amoy, her last port, on the 25th inst.

TERRIBLE HARDSHIPS AT SEA.

JAPANESE MARINERS RESCUED.

The Austrian Lloyd s.s. *E. Franz Ferdinand* arrived from Japan yesterday, and Capt. C. Matcovich reports that on the voyage he picked up four men and a woman from a waterlogged craft. The lookout-man observed a vessel, drifting helplessly at the mercy of the waves. Steaming close up, it was seen that she had people aboard in great distress. Waves were washing over the craft, breaking into sheets of white foam as they curled over the bulwarks. It was a little wooden Japanese ship, named the *Leagochi*, of 67 tons burden, as was afterwards learned. Capt. Matcovich put out a life-boat and ordered a rope-ladder to be prepared. Three men and one woman were rescued. The natives had been caught unawares by a fierce squall, sails being blown to ribbons, and the hull strained to such an extent that the united efforts of the crew with baiters could not keep water from gaining on the hold. The *E. Franz Ferdinand* was some 200 miles from Moji at the time. The poor shipwrecked people had been several days in distress, sometimes seeing a steamer in the distance, and making frantic efforts to attract attention time and again, though their hopes were dashed to pieces when they saw the vessels recede. Being in the track of steamers, they were at last sighted. Had one of the many bolts of fog experienced during her voyage from Japan swept over the vicinity at that time it might easily have been otherwise.

WAR NOTES.

THE FIRST ACTS OF HOSTILITY.

A report from the local officials at Wiju to the Korean Government shows that Russian troops began to cross the Yalu into Korea on the 2nd February and from that date until the 15th February the number crossing totalled 4,500. Three thousand of these remained at Wiju, 1,000 moved to Choson, 108 miles above Wiju, and 500 proceeded towards Anju. Thus it appears that Russia commenced acts of war four days before the rupture of diplomatic relations by Japan.

A TRAITOR AT ST. PETERSBURG.

Reuters's correspondent telegraphed under date St. Petersburg, 24th March.—The enquiry into the act of treason committed by Captain Irokov, who has already been sentenced to death and, according to a public announcement, executed for his crime, though on this point divergent reports are in circulation, has disclosed the fact that he only received 600 roubles (£60) from the Japanese intermediary to whom he furnished some Russian military plans. The accused avowed that he had been seduced by false promises, which had not been kept. The further documents promised, relating to the scheme of mobilisation, were to have been handed over to a Japanese emissary from Vienna beyond the Austro-Russian frontier.

RUSSIAN TRADE WITH THE FAR EAST.

The question of trade facilities between Russia and the Far East is daily becoming more acute. Russia's geographical position is declared to be against her, especially now that the sea route is entirely closed. Representations have been made to the authorities regarding further serious inconvenience to trade arising from the difficulty of getting through badly needed consignments of goods by the Siberian railway, but there seems no probability of any early improvement. The authorities declare that for the present the exigencies of the military situation must be the first consideration, particularly on the Manchurian lines. In view of these difficulties merchants in Moscow and other centres intend, where possible, to make use of the old Asiatic overland trade routes. Information reached St. Petersburg at the end of March that trade communications will shortly be reopened by the Amur Shipping Company, via the Shilka, Argun, Sungari, and Amur. These routes, it is added, will be protected by Russian troops.

MISCELLANEOUS.

The Kaiser has wired to the Tsar:—"Russian mourning is German mourning for the death of Admiral Makaroff."

A Rouler telegram from Algiers states that the officers of the Russian battleship *Orel*, which arrived there late in March, gave official information of the sinking of the Russian torpedo-boat No. 221 on the 9th March, in consequence of a storm while on her way from Port Said to Suda Bay. All the crew were saved. Lloyd's agent at Algiers telegraphed that the Russian torpedo-boat *Bowling* struck on a rock in entering that port. She sustained extensive damage and had to go into dry dock. Commenting on the statement that the Asiatic Steam Navigation Company have sold to the Japanese Government three of their fleet now in Far Eastern waters, viz., the *Kokinoor*, *Shahada*, and another, presumably as transports, the Times of Ceylon says that the sale does not come quite as a surprise to one or two people in Colombo. Every shipping Company is anxious to sell all the ships it can to such a very satisfactory buyer as Japan is just at present, and it was quite on the cards that the Asiatic Company would try and foist some of their old hulks on the land of the rising sun. Not that the ships sold are particularly old as ships go, but the *Kokinoor* was built in 1884—twenty years ago—and the *Shahada*, which was completed in 1879, was certainly about to be pensioned, for the Asiatic Company have a new *Shahada* already ready to take her old namesake's place in the fleet.

HONGKONG NURSING INSTITUTE.

SIR PAUL CHATER'S MUNIFICENCE.

A general meeting of subscribers to the Hongkong Nursing Institute was held at the City Hall last evening to discuss the advisability of building a house for the nurses. Those present included Dr. Stedman (chairman), Dr. Jordan, Mr. and Mrs. Pinckney, Mr. and Mrs. Marcus Slade, Mr. H. W. Slade, Mr. and Mrs. Moxon, Mr. Siebs, Sir Paul Chater, Mr. and Mrs. Danby, Lady Goodman, Mr. Harrison, Mr. Kadourie, Mrs. Goetz, Mrs. B. Wright, Mr. and Mrs. Peter, Mr. Sharp, Mr. Johnstone, Mrs. Hastings, Mrs. Badesley, Mr. Cruickshank, Mr. Gresson, Mrs. Ormiston, Messrs. Tones, J. H. Lewis, Forbes, Harrison, Smith, and Gibson.

The CHAIRMAN said that he regretted to say that he was the only member of the committee opposed to the scheme of building a house for the nurses, so he would vacate the chair to Dr. Jordan.

Dr. JORDAN having taken the chair addressed the assembly. In the course of his remarks he stated that three years previously a public meeting had been called under the presidency of Dr. Stedman to form a Nursing Institution, to-day called the Hongkong Nursing Institution. With subscriptions they had then been able to bring out two nurses who were housed in the Peak Hospital. In 1902 the Government voted a grant in aid of \$12,000 as a building fund for the Institution. At that time the committee did not think this sum sufficient, and applied to the Government for the amount for purposes of investment, so that the Institution might enjoy the interest on the money. The original arrangement with the Peak Hospital to house and board the nurses

had continued for three years, but they had just been obliged to form a new agreement as to board for one year at an increased charge. The old agreement was \$1 50 per diem per nurse while she was off duty and in the Hospital, but the new one was \$2 under similar conditions. Besides, they wanted nurses to be an advertisement for their own institution, not for others. One of the Committee already had in view a site within a few yards of the tramway and with almost no levelling to be done. Messrs. Palmer and Turner deserved thanks for surveying it and drawing out plans free of cost. The Sub-committee then had approached the Government as to the possibility of obtaining the land free of premium and at a nominal Crown rent. The matter was under consideration of the Government and the Committee had every reason to be satisfied with the reception it received from the Officer Administering the Government. Assuming the site came free of premium, the building was estimated to cost \$5,244, and it was proposed it should be a three-roomed bungalow. To get a net return of seven per cent. they required a rental of \$45 per month on an invested capital of \$5714, after deducting Crown rent, insurance and repairs. The Committee reckoned that the annual expenditure in a building of their own amounted to \$3,528, while the income calculated on last year's basis was \$3,481, giving a small deficit of \$47. He would propose the following resolution:—"That this meeting is of opinion that it is necessary in the interests of the Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible."

Mr. M. SLADE in seconding the motion said that if it was not carried it would practically mean that they had no confidence in the Committee.

Dr. STEDMAN rose to oppose the resolution for different reasons. He felt it was being said that he filled the position of proprietor where the nurses lodged. Mrs. Dixon and himself had started the institution, and he had been President ever since the beginning. It was not well, he agreed, for a public institution to have nurses at a private institution, but they could not afford to put them at a hotel. Three years ago when they came out they (the Peak Hospital) offered to put them up at cost price, viz., \$30 a room, and \$1 a day for food, washing, clothes, servants, guests and coal. Working the expenses out it was found that each inmate of the Hospital cost \$2.90 per diem, so they came to the conclusion that these nurses were costing them about \$2 a day, and when they asked for \$2 the Committee turned on him like one man and said he was trying to make profit on the Institution. This had led up to the present motion. It had been said that there was no guarantee that prices would not be put up in another year. There was no guarantee. Could they say that prices in the Colony would not go up, or if the Peak Hospital failed, for instance, the nurses would have to go out. They could not look into the future. The building, it was said, could be built for \$5,000. It was to be built on Barker Road, where there was now a five roomed house, which cost \$18,000, or \$3,600 a room. That rate made their new home cost not \$5,000 but \$10,800. Their money invested was bringing in six per cent, so they had, also, to deduct that interest in their estimate. With all this expenditure it would cost more than at the Peak Hospital. They would have to make up the deficit from somewhere. Great difficulty had been experienced in getting subscriptions for the Institution. It was an institution for the better class of people, and it was not nice to tout for \$10 subscriptions for the better class. They had had to get subscriptions through their friends. Bachelors did not subscribe because when they got ill they went to Hospital and did not often have nurses in their private homes. If this scheme was put forward more subscriptions had to be got. Nurses, moreover, liked living at the Peak Hospital because they had the company of other nurses. He could not consent to the two nurses living by themselves; they must have someone to live with. The scheme would fail and they would lose the nurses altogether. If they had money to keep a matron he was with the Committee heart and soul.

The matter was then discussed. Boarding houses were found impracticable because they could not afford to let rooms for the number of days occupied, but preferred to let them by the month.

Sir PAUL CHATER said if the new house should even cost \$1,000 he would engage to go around and collect the deficit. He would personally put in their hands \$5,000 to meet the deficit for the next five years. (Applause.)

Considerable discussion between Dr. Stedman and Dr. Jordan followed, when Mr. DANBY interrupting the Chairman said that as Sir Paul Chater in his usual manner had made such a generous offer they had better strike while the iron was hot.

Mr. J. H. LEWIS thought they had better also provide for a matron in the house or there would be a lot of scandal in time.

Finally, after further discussion, the following amended resolution was put to the meeting and carried unanimously:—"That this meeting is of opinion that it is necessary in the interests of the Hongkong Nursing Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible, the success of the enterprise being guaranteed by the generous offer of Sir Paul Chater. Any such scheme that the Committee shall consider is to include provision for a matron."

HONGKONG GENERAL
CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of members of the Hongkong General Chamber of Commerce was held yesterday in the Chamber of Commerce, City Hall. Mr. E. A. Howett (chairman) presided, and there were also present Messrs. D. R. Law (vice-chairman), J. M. Smith, R. C. Wilson, A. G. Wood, N. A. Siels and H. E. Tomkins (committee). Mr. A. R. Lowe (secretary), Messrs. A. Forbes, T. Cochran, W. B. Dixon, A. S. Mihara, E. W. Mitchell, E. H. Hinds, G. W. F. Playfair, W. D. Graham, J. R. Michael, A. Marti, Murray Stewart, O. I. Ellis, G. Currie, E. Ormiston, E. S. Whellier, C. H. Thompson, W. Danby, A. Haupt, H. Wickham, J. A. Raymond, G. C. Moxon, J. J. Leiria, H. P. White, D. E. Brown, W. S. Harrison, C. A. Tomes, H. Skott, and G. de Champagne.

The Secretary having read the notice calling the meeting.

The Chairman said:—Gentlemen,—"The first business is a purely formal one—to confirm the report of the last annual meeting, 1903, and the report of a special meeting held on 12th August, 1903, with regard to the election of a representative of the Chamber of Commerce on the Legislative Council. The minutes of these meetings were published at the time and I take it you will hold them as read. I beg to move that these be confirmed."

D. R. Law seconded, and the motion was agreed to.

The Chairman said:—Gentlemen,—"The reports and accounts of the Chamber for last year have been in your hands for some days and we will therefore with your permission take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903 and will then ask those members who may wish to do so to address the meeting. For sake of convenience I will take the various matters in the order in which they were discussed. The question of the British sugar convention has recently engaged the earnest attention of the Committee. In order that full protection under this convention be secured for our important local sugar industries, certain suggestions have been made to the Government here with a view to the possibilities of the future rather than to the actual needs of the present. At our last annual meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as porters in the waters of the Colony should be licensed. As you are aware the Chamber has again urged this, and a bill has recently been before the Legislative Council dealing with this important question. The ordinance appears to fully meet the requirements of the case and we trust it will not be long before the pilots service is placed on a satisfactory footing. In August last His Excellency the British Minister to China while on his return to Peking, was good enough to agree to meet the Committee of the Chamber and in the report will be found the address presented to him which dealt with a number of important questions. Sir Ernest Satow fully discussed these various matters and expressed his desire to do all possible to further the interests of our trade with China and his readiness to give full consideration to such representations as the Chamber might make to him. Last summer the Viceroy of Canton being anxious to increase the revenue of the Province endeavored to revive the illegal taxation on foreign opium attempted the previous year by his predecessor. The excuse for this impost being one very generally put forward by the native officials when additional funds are required, viz.—"The payment of the duties on H. B. M. ships." A telegram was at once despatched to H. B. M. Consuls at Peking protesting against this proposed violation of treaty and, thanks to the prompt action of Mr. Townley and the British Consul General at Canton, the tax has been "suspended," but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds. As mentioned at our last annual meeting the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been sent to the Chamber of Commerce for their consideration. The objections raised have been so universal among business communities that it is to be hoped this vexed question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that "it was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard."

As a first step towards a reform of the currency in China a joint meeting from the Chambers of Commerce of Tientsin, Shanghai and Hongkong has been forwarded to the Diplomatic Body at Peking urging that no further time be lost in providing a uniform currency for China and the placing of the Provincial Mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction. From time to time attention has been directed to the Crown Agent system and some correspondence has passed on this subject between this Chamber and the Crown Agent in Ceylon. In order to clear up the confusion on the matter a series of questions was drawn up and presented by our Representative at the Legislative Council. While the Committee were not prepared to say that it would not be possible to effect improvements in the working of the system, they are of opinion that it is decidedly to the advantage of the Colony that the Crown Agent system should be continued. During the year under review several questions relating to the shipping interests of the Colony have engaged our attention. While it is admitted that regulations are necessary for dealing with vessels bringing explosives for dealing with, the Committee cannot but consider that the manner of enforcing the regulations constituted an unreasonable and vexatious restriction on the trade of the port and that the regulations might with perfect safety be modified. After considerable correspondence some slight concession was obtained from the Government and it now remains to be seen whether the result will prove satisfactory. The question of medical inspection of vessels is an old one, having been dealt with by the Committee in 1897 and again in 1901. After giving the scheme a fair trial the Committee are unanimously of opinion that the time has now arrived when the posts of Health Officer of the Port and his assistants should be held by officials devoting their entire time to the work, to the exclusion of private practice; in fact that the system should be here adopted which now obtains in many British Ports where the number of entrances and clearances is far smaller than in Hongkong, which now ranks as one of the largest shipping ports in the world. The Committee intend to again address the Government on this subject and trust that on further consideration the reasonableness of their request will be admitted. They feel convinced that in

this matter they can rely on the support of all those members of the Chamber who are directly interested in shipping. We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of steamships, and trust that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result in all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Immigrant Ordinance. This Bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect interests of shipowners trading with the Colony. It was unanimously protested against this ordinance was unanimously signed by the shipping companies here represented, and while the Bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee and we can only regret that the efforts of our representative in this direction were not more successful. I consider it necessary to specially direct attention to this Bill, as the whole prosperity of Hongkong so largely depends upon the facilities and encouragement given to shipping to visit the port. I fear that this fact is sometimes lost sight of and that from time to time attempts at legislation are suggested and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate form such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not impregnable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony I would refer to the opening of Kowloon as a treaty port, and the establishment of a railway connecting it with the West River to the benefit of the large and increasing native passenger traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavored to prevent difficulties arising in connection with the work of opening this port and also of the able assistance rendered by Mr. Fox, H. B. M. Consul. (Applause.) While on the question of new treaty ports I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantages which would accrue to the Colony through the opening of Waichow to foreign trade. As you will recollect, Article VIII of the Shanghai Treaty of 1902 provided for the opening of this city, but as it will probably be some time before this section of the Treaty becomes operative the Committee consider efforts should be made to have Waichow opened without further delay. I would add that in our opinion the Treaty port area should also include the sister city of Kwaishin. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year there has been no case of piracy reported in the West River. During the last few weeks however there have been some cases of piracy and it is evident that the local Chinese officials have never attempted to seriously deal with this evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in the Canton River was last dealt with officially by this Chamber, we understood privately that matters were progressing favorably and that before long the question would be removed. We regret to find that in this as in other matters of hope for improvement no advance has been made by the local Chinese officials. While most scrupulously exacting due observance of the terms of the Treaty limiting our relations with China, the native officials consistently evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it is to be hoped that the necessary steps will be taken to compel the Chinese to remove these barriers within the time stipulated by treaty. The improvement in the lighting of the Canton River is another question which requires attention, and we have reason to believe that the importance of this has not been lost sight of and that steps are being taken both by the Colonial Government and the Chinese Imperial Maritime Customs to deal with it. The great increase which has of recent years taken place in the steam traffic between Hongkong and Canton renders it more than ever necessary that this improvement should be effected with the least possible delay. Progress with the new Commercial Treaties with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The text of the New American and also the Japanese Treaties has been published and while objections have been made to certain omissions in the former, they are both in some respects improvements on the British Treaty. It is satisfactory to find that the payment of duties in silver is ensured under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with its rivals in the world's markets. I need only cite as an example one section of our business, viz. shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favorable treatment accorded to their own shipping. (Applause.) This in the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds but nevertheless very much concerns the Colony, and the Committee will therefore continue to follow closely the movement at home and should it ultimately be decided to seriously deal with the whole question no doubt full opportunity will be offered us to give our views on any matter which is calculated to affect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong is not an "Empire" colony, but a colony which is chiefly a port of call for shipping. Its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, the Philippines and other non-British territories, and consequently we must strain every nerve to attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view which may be possible or desirable in other outlying portions of our Empire. I have referred to the last what I think you will all agree is to Hongkong the most important

question as far as this Colony is concerned that has arisen during the past few years although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause.) Throughout the whole of China we see new railways being projected and in some cases actually completed, mainly, I repeat to say, by the enterprise of those other than British. The race is to the swift and we cannot grudge the well earned success of our commercial rivals who under other flags press forward where our British investors apparently fear to tread. The British investor I am informed on high authority does not care to put his money into railways in China and in view of the fact that our Government refuses to give us equal support it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely spent in developing foreign concessions. The Under Secretary of State for Foreign Affairs is reported at a recent gathering in London to have made a statement to the following effect:—"Speaking on behalf of the Foreign Office, he says—'We are alive to the importance of railway development in civilising a country and in promoting its commercial development. As I believe that either shortly before or shortly after the concession was obtained, about five years ago, a concession was also obtained for a railway from Tientsin to Tsingtao. I do not think there was much difference between the dates. And this railway of 250 miles is now in operation, yet nothing is done by the concessionaires to build the railway between here and Canton. I think this is a vitally important question. The China Association at their meeting referred to this question, and in their report the railway should go by way of Waichow. But that is a detail. What we want is a railway with its terminus in British Kowloon. It seems to me that the railway question is one of the very utmost importance. There is no place in China to which a railway is so important as it is to Hongkong and there is no place where there is less done to get it. (Applause.) I beg to second the motion."

Mr. J. R. Michael—Mr. Chairman,—"I am sure the members generally will agree with me that the record of work done during the past year has been very satisfactory, and the Committee are to be congratulated upon the result of their labors. I am very glad to see that the heavy fluctuations of exchange, which continue in an even aggravated form, are now awakening some interest in the currency question. I sincerely trust that the efforts now being made by those affected and assisted by the powerful advocacy of the Chambers of Commerce here and in North China, in support of the Commission on International Exchange from the United States of America to frame a workable scheme for securing stability of exchange, will soon prove successful. I hope at any rate we shall soon learn that a possible basis for the currency of China has been evolved, and that we shall arrive in sight of some settlement of this great problem to the development of legitimate trade. There is another subject in which I am sure every person interested in the welfare of this Colony must take a keen interest. I allude to the projected Kowloon-Canton Railway. We want Mr. Chairman, those that enterprising removed from the domain of projects to that of accomplished facts. It is high time that the railway was completed instead of waiting for commencement. I hope the Chamber will use the whole weight of its influence with the Government to induce them to assist with that section of the line which has to pass through British territory. With it at any rate something can be done by us, and the sooner it is taken in hand the better. (Applause.)"

Mr. WHEELER—Mr. Chairman, with your permission I should like to read extracts of what I said just now about the railway question an extract from the circular of Messrs. Dyer & Co., dated Shanghai, 22nd April—"A feature which is rapidly becoming noticeable in the Northern trade is the transference of business from Chefoo to Kiaochow; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same hoards in Kiaochow; it is said that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks. I think that emphasises the importance of railways. (Applause.)"

The CHAIRMAN—Gentlemen, with regard to the remarks made by Mr. Wheeler and Mr. Michael I can only say that the members of the committee of this Chamber fully realize, as I am sure we all do, the very vital importance which attaches to the subject of the construction of a railway connecting the trunk lines of China with this Colony. As I hope I have been in my remarks just now, the question hitherto has not been dealt with formally by the committee of this Chamber as certain concessions we understood, were still in existence and these concessionaires were engaged upon the attempt to carry out their concession. But as it appears to be the wish of this Chamber as here represented that the committee should officially take up this question I can only state that the committee for this year, wherever they may be, will, I am quite sure, deal with this very important matter. (Applause.) I may add that I have reason to believe that the Hongkong Government is as fully alive to the importance of this question as we are and that the facts stated by Mr. Wheeler just now in an extract I think from Messrs. Dyer's circular are admitted by us all. As business men it is made clear to us that any port which is left out in the cold in the matter of railways must go to the wall, and Chefoo is a very good example of what would happen to Hongkong if we are not the first to be connected to China by railway. With regard to the currency question, as you know, the Chambers of Commerce of the three principal ports in this part of the world have addressed the Diplomatic Body on the subject, but beyond their polite sympathy nothing has been done, at present; but as we are now, the reform of China's currency is provided for by Treaty and it a matter which will be dealt with very promptly by the committee of this Chamber, who will continue to urge the Diplomatic Body until we hope at no distant time reform will be accomplished. (Applause.)"

The motion was agreed to. The CHAIRMAN moved the confirmation of the election to membership of the following:—Messrs. Goddard and Douglas, Barretto & Co., Lamke and Rogge, E. F. Wilks & Co., Chun On Fire Insurance Co., Ltd., Shiu On S. S. Co., Ltd., Osaka Shosen Kaisha, Yura-China-Japan Line, China and Japan Telephone and Electric Co., Ltd., Deacon, Looker and Deacon, Mr. E. H. Sharp, K.C., Mr. G. C. Moxon, Mr. A. M. Eschallier, and Messrs D. MacDonald & Co. Mr. G. W. F. PLAYFAIR seconded, and the motion was agreed to.

Mr. A. FORBES moved the re-election of the committee for the ensuing year, with the exception that Hon. C. W. Dickson (who goes home shortly) be succeeded by Mr. W. J. Gresson. Mr. J. R. MICHAEL seconded, and the motion was agreed to. This was all the formal business.

Hongkong it took an immensely longer time than in any port in China or Japan, Manila or Port Arthur or Dally, for the medical officer to get on board the steamer; and I think that is an unsatisfactory state of affairs in one of the principal shipping ports in the world. (Applause.) Perhaps one of the most important points to which reference has been made is the currency question. Well, it is satisfactory to see that it is not quite asleep, but as I do not understand the currency I will leave that to somebody else. The most important thing to which the chairman has referred, and it is one to which I do not notice any reference in the report, is the question of the Canton-Kowloon Railway. That, I think is a question of absolutely vital importance to Hongkong. It is a question on which we may find the progress of Hongkong entirely rests. It is a question on which the vitality of Hongkong may depend, and I think it is one of those things which we should ask the committee to keep careful watch on to do everything they can to keep before the Government, and to do all they can to see that the present concessionaires do something. I believe there is no concession in British territory, and there must surely be some way of getting some activity put into this business. I believe that either shortly before or shortly after the concession was obtained, about five years ago, a concession was also obtained for a railway from Tientsin to Tsingtao. I do not think there was much difference between the dates. And this railway of 250 miles is now in operation, yet nothing is done by the concessionaires to build the railway between here and Canton. I think this is a vitally important question. The China Association at their meeting referred to this question, and in their report the railway should go by way of Waichow. But that is a detail. What we want is a railway with its terminus in British Kowloon. It seems to me that the railway question is one of the very utmost importance. There is no place in China to which a railway is so important as it is to Hongkong and there is no place where there is less done to get it. (Applause.) I beg to second the motion."

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KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

—We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

The CHAIRMAN thanked the members for the honour they had done the committee in re-electing them.

The meeting then ended.

A HONGKONG DAIRY.

It will be remembered that towards the end of last year, owing to an outbreak of disease among the cows at Kennedy's Dairy at East Point, the whole herd had to be destroyed, the healthy and unhealthy alike. No less than 32 animals died or were killed. After this unfortunate occurrence a thorough process of disinfecting and cleansing was carried out and preparations made for the importation of a new herd from Australia. Mr. Glenning, who is in charge of the dairy, went down south to look out for suitable animals and returned not long ago with a herd of 20. With scarcely any exceptions the cows withstood the trials of the voyage remarkably well, and they are now in fine condition. Further additions to the herd will follow. During his visit to Australia, Mr. Glenning visited—and indeed got some of the animals from—the famous Hawkesbury Agricultural College and Experimental Farm near Richmond, N.S.W., where all the modern methods and apparatus applicable to dairy-farming are to be found employed; this establishment, the Principal of which is Mr. H. W. Potts, F.C.S., F.L.S., annually turns out a large number of students thoroughly versed in the several branches of agricultural science and practice. The byres at East Point are large, airy buildings, and the dairy is well equipped in every respect. Fresh grass for the cows comes from Sokunpo Valley.

GENERAL'S BRAVE ACT.

While a sepoy of the 65th Carnatic Light Infantry was under arrest in the Residency guard room at Hyderabad he suddenly snatched up a rifle and a bandolier full of cartridges, shot the native officer on duty, and ran out firing at everyone he met. He had already wounded another native officer, two sepoy, an old woman, and a barber (who has since died), when Brigadier-General Beaton, Inspector-General of the Imperial Service Troops, went out and faced him unarmed, telling him quietly to lay down his rifle and state his grievance. The man excitedly refused, saying he would not harm General Beaton, but intended to shoot the officer commanding his company. As the man continued to hold his rifle in a threatening position and announced that he had nine shots left, the last to be for himself, the General gave a sepoy standing near the order to fire, which was promptly obeyed, the murderer falling shot through the lower part of the body.

CHINA'S PROPER POLICY.

SIR ROBERT HART'S ADVICE. There was published a lengthy scheme drawn up by Sir Robert Hart as to how Tls. 400,000,000 might be easily raised. The following are, briefly, his suggestions as to how this money might be expended.

1. China should raise 4 grand divisions as a standing army, one in Peiyang, one in Nanyang, one in Hu-kwang, and one in Liang-shan; each to be composed of 50,000 men with 1,835 officers, the 4 divisions to represent a grand total expenditure of Tls. 24,000,000. Four high military colleges should also be established at an outlay of Tls. 2,000,000 per annum; and Tls. 3,000,000 should be set aside for the purchase or manufacture of modern arms and ammunition every year. If the Imperial army be reformed on these lines, China would have at least 500,000 soldiers within the next ten years.

2. China should not only organise her land forces, but she should reorganise her navy, which should form three grand squadrons, one in Peiyang, one in Nanyang, and the other available for any point at any time. Each of these squadrons should be composed of 80 vessels, including battleships, cruisers, and torpedo-boats, with a complement of 10,500 men and an expenditure of Tls. 1,850,000 for each squadron. The expenditure for war vessels, Naval Colleges, etc., might be estimated as Tls. 30,000,000 per annum.

3. Four big arsenals should be established at a cost of Tls. 10,000,000 per annum.

4. The pay of all civil officials should be increased throughout the Empire, and Tls. 160,000,000 should be set aside for this purpose so that in time the whole Government system would be reformed.

5. Colleges and schools for modern education should be estimated for at Tls. 10,000,000 per annum.

6. Another Tls. 10,000,000 should be devoted to the improvement and extension of the postal service and

7. Tls. 5,000,000 be allowed for the extension and improvement of Imperial Telegraphs.

8. Following the custom of European countries, Tls. 10,000,000 might be reserved for the expense of the Imperial Palaces, and after all these things had been done there would still be a balance of some Tls. 74,000,000 in the Board of Revenue for emergencies, and in addition to the Tls. 400,000,000 under discussion the Government can command at least Tls. 50,000,000 from other sources, which should be devoted to the payment of the foreign indemnities.—P. & P. Times.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.15 a.m. The barometer has risen at all stations but more particularly in Japan. The greatest pressure is now found in the Yangtze valley and the least in the Philippines.

Gradients are moderate on the China Coast and rather less pronounced in the northern part of the China Sea.

Moderate to fresh NE. winds will be experienced in the Formosa Channel and moderate E. to NE. winds in the China Sea.

Forecast:—Moderate to NE. winds overcast, misty.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [41]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co.

NEW YORK, U.S.A.

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DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

DR. M. H. CHAUN.

27, DES VOURS ROAD, where our Representative from the University of Pennsylvania U.S.A. Hongkong, 14th March, 1903 [64]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vours Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Barcelona and Manila. Hongkong, 20th April, 1904. [1054]

NEW ADVERTISEMENTS

"HANSA" ORCHESTRAL CONCERT

will be given in Theatre, on

TUESDAY, 3RD MAY

(By Permission of Rear-Admiral von HOLTZENDORFF).

\$2.00 Dress Circle and Stalls \$1.00 Pit.

PLAN AT ROBINSON PIANO CO., LD.

JUST LANDED.

PURE GYRON TEA. I guarantee this Tea to be Absolutely Pure and the Best that can be obtained at the Price. Quality will speak for itself. Special quotation for quantities. Price 85 cents per lb.

H. RUTTONJEE,
No. 5, D'Almeida Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 28th April, 1904. [1117]

LOST.

ON Monday, 25th April, between Peak and Queen's Road, A LADY'S GOLD CURB BRACELET. Finders if the rewarder. J. LAYTON,
2, Low House Street.
Hongkong, 28th April, 1904. [1118]

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Vaux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.
For Terms, apply to—
A. G. I. S.,
Care of Daily Press Office,
Hongkong, 28th April, 1904. [1119]

TO LET.

NO. 2, CONDUIT ROAD. Possession from 10th May next.
No. 2, LEIGHTON HILL ROAD, nearly opposite the Football Club Ground. 4 Large Rooms, all facing the Road. Very Cheap Rental. Possession from 1st June next.
Apply to—
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 28th April, 1904. [1120]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.
MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO.
Hongkong, 28th April, 1904. [1121]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cash at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after 15th April, 1904.
By Order of the Board of Directors,
W. S. JACKSON,
Secretary
Shanghai, 22nd April, 1904. [1122]

IN THE MATTER OF ORDINANCE No. 2 of 1892.

IN THE MATTER of the Petition of GEORGE ARCHIBALD LOWRY, of 1124, Monndock Building, Chicago, County of Cook, State of Illinois, United States of America, Mechanical Engineer, an Inventor, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in apparatus for charging fluids and the like with Carbonic acid or other gas."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said GEORGE ARCHIBALD LOWRY by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply for LETTERS PATENT for the Exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on TUESDAY, the 10th day of MAY, 1904.
Dated the 25th day of April, 1904.
MATTHEW J. D. STEPHENS,
Solicitor for the Applicant. [1123]

GOVERNMENT NOTIFICATION.

VACANCIES exist for the following temporary posts on the staff of the Treasurer. Candidates, who will be required to furnish security as specified, must have a fair knowledge of English and will have to satisfy a Government Medical Officer that they are physically fit for service. They must be of active habits as they will have to move about frequently in the New Territories.
DUTIES:—Collection of Crown Rent and other Government monies from Stations in the New Territory, keeping necessary books of account, custody of monies and payment into Treasury.
Applications should be sent to the Treasurer by the 5th May next, stating age and previous employment.

	Salary	Travelling Allowance	Security
Chinese Clerk and Shroff	\$600	\$120	\$1,000
Do.	480	120	500
Do.	480	120	500
For Tai Po	600	120	1,000
Chinese Clerk and Shroff	600	120	1,000
Do.	600	120	1,000
Do.	480	120	500
Do.	480	120	500

Further information can be obtained at the Treasury.
By Command, A. M. THOMSON,
Colonial Secretary,
Hongkong, 25th April, 1904. [1124]

REMOVAL.

THE OFFICE of the undersigned has This Day been REMOVED to ALEXANDRA BUILDINGS, 2nd FLOOR.
HOLLAND-CHINA TRADING CO.
Hongkong, 27th April, 1904. [1116]

PUBLIC AUCTION
OF
POSTAGE STAMPS.

THE undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 30th April, 1904, at 2 P.M., at his Sales Rooms, Queen's Road, a Balance of a Fine Collection of OLD and RARE POSTAGE STAMPS.
TERMS OF SALE.—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 28th April, 1904. [1125]

PUBLIC AUCTION

THE undersigned has received instructions to sell by Public Auction

SATURDAY, the 30th April, 1904, commencing at 2.45 P.M., at No. 166, QUEEN'S ROAD, EAST, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
TERMS.—Cash on delivery.
On view from Friday, the 29th April, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th April, 1904. [1126]

PUBLIC AUCTION.

THE undersigned has received instructions to Sell by Public Auction, on MONDAY, the 9th MAY, 1904, at 11 A.M., at the Kowloon Godowns (No. 20), 500 CASES KUPPER BEER (QUARTS).
(Slightly Damaged by Water).
TERMS.—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th April, 1904. [1127]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

OF THE "BAYERN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY, the 27th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 3rd May, at 9.30 A.M. All Claims must reach us before the 8th May, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 27th April, 1904. [1128]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 3rd prox., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 27th April, 1904. [1115]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"FRANZ FERDINAND," having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before NOON, on the 4th May, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th May, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 27th April, 1904. [1129]

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904. [1130]

NEW ADVERTISEMENTS

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at Philippine Ports)

THE Steamship "BREIZ HUEL" will be despatched as above on or about the 12th May.
For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.
Hongkong, 28th April, 1904. [1131]

JAVA-CHINA-JAPAN LINE.

FROM BATAVIA, CHERIBON, SAMARANG, SOERABAYA, AND MACASSAR.

THE "TJILATAP" Captain H. Koops, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after Friday, the 29th inst., at 4 P.M., will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
The steamer will be despatched for Shanghai, Moji, Kobe and Yokohama on the 10th inst.

HOLLAND-CHINA TRADING CO., Agents.
Hongkong, 27th April, 1904. [1129]

INTIMATION

AN ORGAN RECITAL

WILL BE GIVEN BY MR. A. G. WARD, IN ST. JOHN'S CATHEDRAL, ON TO-MORROW (FRIDAY), APRIL 29TH, AT 5.15 P.M.

Vocalist:—MR. G. H. EDWARDS.

A Collection will be made in aid of the Organ Fund.
Hongkong, 25th April, 1904. [1090]

PUBLIC COMPANIES

HALL AND HOLTZ, LIMITED.

THE 12TH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the HEAD OFFICE of the Company, No. 29, The Bund, Shanghai, on SATURDAY, 30th APRIL, 1904, at 11 o'clock A.M., when the report and accounts for the year ended 28th February, 1904, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 30th APRIL, both days inclusive.
By Order,
E. R. PALMER,
Secretary.
Hongkong, 19th April, 1904. [1045]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1894, of the Five Shares Nos. 141814185 in this Company, standing in the name of Mr. MOK SE YONG, of Hongkong, has been LOST, and if the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.
Dated 4th April, 1904.
C. PEMBERTON,
Acting Secretary.
Hongkong, 4th April, 1904. [934]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent, upon contributions for the year 1903 has been declared.

Warrants will be issued on the 4th May, By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 15th April, 1904. [1017]

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

SHIP LOST.

SCRIP Certificate of Four shares numbered 3143 to 3146 inclusive and registered at the Head Office in the name of WING WO (永和) has been declared to be lost, stolen or mislaid, and application having been made to the Court of Directors for a duplicate, a notice is hereby given that unless the said certificate be presented, or any objection lodged at the Offices of the Company in Shanghai on or before the 14th May, 1904, a new Certificate will be issued.

By Order of the Court of Directors,
WM. GEO. BAYNE,
Secretary.
Shanghai, 13th April, 1904. [1086]

WANTED.

A FURNISHED HOUSE at the Peak, for 12 months.

Apply to—BOX 123,
Care of Daily Press Office.
Hongkong, 7th April, 1904. [362]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 30th APRIL instant, at 4 P.M.

By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, 15th April, 1904. [1040]

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904. [1130]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-DAY (THURSDAY), the 28th APRIL, 1904, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ten House Street), SUNDRY HOUSEHOLD FURNITURE, Particulars as per Catalogues.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1904. [1110]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 28th APRIL, 1904, commencing at 2.45 P.M., at No. 14, KNUTSFORD TERRACE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).
TERMS.—Cash on delivery.
On View from Wednesday, the 27th April, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 21st April, 1904. [1071]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF Captain W. G. SIMPSON, R.M., TO-MORROW (FRIDAY), the 29th APRIL, 1904, at 11.00 A.M., at No. 3, CANTON VILLAS, The Peak, THE WHOLE OF HIS HOUSEHOLD FURNITURE, contained therein.
Particulars as per Catalogues.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th April, 1904. [1099]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF Major BRYAN, TO-MORROW (FRIDAY), the 29th APRIL, 1904, at 2.30 P.M., at No. 12, KNUTSFORD TERRACE, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE, contained therein.
Particulars as per Catalogues.
TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th April, 1904. [1100]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 29th APRIL, 1904, at 2.30 P.M., at No. 2, HOLLYWOOD ROAD, SUNDRY HOUSEHOLD and OFFICE FURNITURE, &c., comprising:—TABLES, CHAIRS, MARBLE-TOP SIDEBOARD, CROCKERY, GLASS-WARE, WARDROBE with GLASS DOORS, BEDSTEADS, MARBLE-TOP DRESSING TABLE, and COPPER COOKING UTENSILS, OFFICE DESKS, TWO COPYING PRESSES, BOOK-SHELVES, GLASS CASE, &c., &c., &c.
TERMS OF SALE.—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 26th April, 1904. [1101]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 29th APRIL, 1904, at 2.30 P.M., at No. 6, MORRISON HILL, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).
TERMS.—Cash on delivery.
On View from Thursday, the 28th April, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 25th April, 1904. [1092]

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THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 29th APRIL, 1904, commencing at 2.45 P.M., at No. 6, MORRISON HILL, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).
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ROBINSON PIANO Co. LD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash OR Credit.

Hongkong, 6th April, 1904.

[640]

THE JOB PRINTING DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED
CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTAB-
LISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

SUPREME COURT.

Wednesday, 27th April.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUNISHING JUDGE).

A WASHMAN'S CLAIM.

The Chow Koo firm of washmen, 13, Jar-
dine's Bazaar, sued B. H. Macke, Hotel America,
for \$47.66 in respect of washing 2,383 pieces of
clothes, between 2nd and 23rd February last,
for the defendant. Mr. D. V. Stevenson, of
Messrs. Deacon, Looker and Deacon, solicitors,
appeared for the plaintiff, and Mr. P. W. Gold-
ring, of Mr. J. Hastings, solicitor, for the
defendant. The defence was that the bill was
for the washing of the hotel, of which defendant
was not the proprietor, but was only a resident
there.

His Lordship after hearing evidence gave
judgment for the defendant with costs.

POLICE COURT.

Wednesday, 27th April.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

A DISORDERLY WOMAN.

The proprietress of Zetland House charged
a Mrs. Kennedy with causing a disturbance at
her boarding-house by behaving in a disorderly
manner and using abusive language. The
woman was convicted. She had been charged
twice before for disorderly behaviour, being
bailed out on each occasion. Not appearing, the
bail had been forfeited, but the Magistrate did
not issue warrants for her arrest. He sentenced
her to \$10 or seven days, and a bond of \$100
for good behaviour for three months.

ALLEGED KIDNAPING.

A Chinese constable was out for a walk on the
evening of the 25th inst., in Aberdeen Street,
when a woman came up and offered to sell him
a Chinese youth for \$35. The constable ac-
quiesced, asking her if she had any more to sell.
She answered that she had sold one already for
\$40, to a woman residing at 58, Aberdeen, but
the money had not been paid.

"If you come along with me," said the con-
stable, "I will let you have the money."

The woman was taken to the police-station
and charged, under the Emigration Ordinance,
with, together with others not in custody, unlaw-
fully intimidating and fraudulently deceiving
children into this Colony.

The two youngsters—there is another not yet
traced—boys of 14 years of age, are from some-
where between Annam and Hok Loong. They
were brought to Hongkong in a steamer by way
of Hoihow.

The case was remanded.

LATE TELEGRAMS.

[VIA CEYLON AND RANGOON.]

THE ANGLO-FRENCH AGREEMENT.

London, 9th April.

The Anglo-French agreement is very gener-
ally approved in Great Britain and France.

The London Press, except the *Morning Post*,
congratulates the Government on what the
Daily Telegraph describes as the most satisfac-
tory diplomatic incident recorded for centuries.
The *Daily News* unreservedly praises the
Government and Lord Lansdowne on signing
one of the most splendid instruments to which
statesman ever set hands. The *Morning Post*
is amazed and angry, particularly regarding
Morocco, for which France concedes nothing
adequate in Egypt.

The agreement is hailed with unreserved
satisfaction in political and diplomatic circles
in Paris. The French Press expresses sincere
joy that a clear situation is now established
regarding Egypt, Morocco, and Newfoundland.
One stipulation provides that no fortifications
be erected on the coast opposite Gibraltar, from
Melilla to the River Sebu.

The Spanish Press comments bitterly upon
the Anglo-French agreement, which it describes
as the despoilment of Spain, and attacked the
Spanish Cabinet for not heading Spanish in-
terests in Morocco while intent upon conquest
in Catalonia.

London, 10th April.

German papers regard the Anglo-French
Agreement with an unfriendly eye, and hasten
to remind Russia that her ally is concluding
close agreements with her political antagonist.
The Italian Press rejoices at the agreement
as being the most important diplomatic in-
strument of the century. It is pointed out that
Italian interests in the Mediterranean do not
conflict with those of either Power.

London, 11th April.

The general effect of the Anglo-French
agreement in Africa is that Great Britain
gives 8,000 square miles in Sokoto and gives
landing places in Gambia, thus giving ships
access to the French territory.

DISCOURTESY TO LORD CURZON PUNISHED.

London, 11th April.

A telegram from Tiflis, received at S. Peters-
burg, states that Alieudaul, the Governor-
General of Lar, has been dismissed for not

going to Lord Curzon's ship to meet him on
the occasion of his visit to the Persian Gulf.
SOMALILAND.

Bombay, 11th April.

Letters from Somaliland show that, in spite of
the many assurances received that the friendly
tribes of Warsangeli would not allow the
Mullah and his men to come into their
territory, the Mullah has fled via the Gebi
River and has received caravans of rice and
clothes from Warsangeli ports. Our forces
arrived at Darbar-Jibali on the 21st instant,
only to find that the enemy had made up their
minds not to stand and fight. The passive
attitude of the Warsangelis is very disappoint-
ing. Had they resolutely fought against the
Mullah, he would have received a crushing blow,
and his following practically annihilated. As
it is, he will probably escape with his mount-
ed men on either the East or West of Habsh.

COOPER'S HILL.

Allahabad, 15th April.

The official intimation regarding the main-
tenance of Cooper's Hill College does not yet
seem to have reached the Government of India,
but it is believed the recent statement in the
Times is correct.

HIGHER EDUCATION OF ARMY OFFICERS.

Calcutta, 12th April.

Lord Kitchener has issued a long and im-
portant memorandum on the higher training
and education of officers and troops for war,
based on the experiences of South Africa and
observations in India.

The system of Garrison classes is condemned.
In future the military education of officers
must be imparted within their Regiments, and
they must go thence direct for examinations.
Greater responsibility is thrown on Command-
ing Officers for failure.

Generals will be expected to do more than
criticise. They must be able and ready to apply
the remedy needed. The efficiency of Staff
officers must be increased by means of higher
education, and there must be a recognition of a
proper, logical allotment of duties during
peace as a practical training for war.

Lord Kitchener hopes that sanction will
shortly be given for the establishment of a
Staff College for India.

The Secretary of State has sanctioned the
rearrangement of the Staff, whereby each first-
class district in India will have two Staff
officers, one Assistant Adjutant-General, and
one Deputy Assistant Adjutant-General.

There will be four second-class districts, viz.,
Bombay, Derajat, Sirhind and Rohilkhand or
their equivalents.

Under the revised method of distribution
they will each have two Deputy Assistant
Adjutant-Generals and one Brigade Major.
The remaining second-class districts will have
one Deputy Assistant Adjutant-General and
one Brigade Major.

In training troops, the juniors will be given
every opportunity of exercising independent
command. This system will be carried up
through all the ranks. The Cavalry must
realise that the old order has changed, and that
the lance or sword has become auxiliary to the
rifle.

Opportunities will still occur on the modern
battlefield, when a well-delivered charge may
turn the fortunes of the day. For such our
Cavalry must be trained and prepared, but these
occasions will be few and far between; while,
on the other hand, the Cavalry leader of the future
may continually be able to render valuable
assistance to his General by judicious disposition
and a bold use of his mobile mounted force.

After references to the Artillery and In-
fantry, the memorandum concludes:—"True
combination and discipline, with the proper
exercise of individual intelligence and initiative,
cannot fail to give the Army in which these
qualities have been inculcated a decided
superiority over one in which they have been
neglected."

SHIPPING NOTES.

A MACAO NOTICE.

Senior A. A. Branco, Captain of the Port of
Macao, gives notice that the Guia Light at
Macao will not be exhibited on the nights of the
28th (to-night) and 29th inst. It will be
substituted by a fixed white light, visible five
miles.

DIRTY WEATHER.

The P. & O. s.s. *Palawan*, Capt. J. D.
Andrews, R.N.R., arrived from Yokohama and
Shanghai yesterday. She had aboard 48 cabin
passengers, 22 European deck, and a couple of
Asian. Her cargo consisted of 500 tons for
Hongkong, 2,200 for Europe and elsewhere.
Fog and rain was experienced on the passage
from Shanghai.

BELTS OF FOG.

The Indo-China s.s. *Choyang*, on the Shang-
hai-Canton run, arrived from the North yester-
day. Capt. H. J. Roope reports light variable
winds and occasional fog. The ship brought
down 62 Chinese passengers and three
Europeans. Her cargo consisted of 400 tons
of general for Hongkong, 1,000 tons for Canton.

THE GERMAN MAIL.

The N.D.L. s.s. *Bayern*, from Europe with
the mail, reports fine weather from Singapore.
On arriving at Hongkong she had 174 cabin

MUSCLE: HOW TO BUILD IT UP.

WHEN you move your finger, or turn
your head, you bring into play certain
muscles, which are slightly worn by the process.
The circulation of the blood brings fresh
nourishment to the fibres of the muscles, and
the waste which the movements have occasioned
is made good in the ensuing interval of rest.
The muscles of our body, upon which our
strength depends, being thus fed and strength-
ened by the blood, it behooves us to see that the
latter contains the proper nourishment for that
purpose. Pure food and drink are the secrets
of pure blood, and therefore you should take as
your drink Van Houten's Cocoa, which is
perfectly pure, and extremely nourishing. It
contains just the material required by the blood
for building up the muscles, and being of a
slightly stimulating character, it helps forward
the work of reparation. [Adv.]

Best for the Skin and Complexion.

**CALVERT'S
CARBOLIC
TOILET SOAP**

(Soothing, cleansing and antiseptic).
Pleasant to use, especially to sufferers from
perspiration, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

68-1

passengers, 500 tons of cargo for this port, and
2,000 tons for elsewhere.

A TELEGRAPH SHIP.
The Telegraph steamer *Store Nordiske*
arrived from Tromsø yesterday. She left port
(Tromsø) on the 25th inst.

MISCELLANEOUS.
The s.s. *Oriel* from Moji brought 4,437 tons
of coal for Messrs. Bradley & Co.
The Indo-China s.s. *Choyang* from Ching-
king and Wuhu had 37 tons of general for
Hongkong, 1,500 tons for elsewhere.

The s.s. *Beanoir*—Agents, Messrs. Gibb,
Livingston & Co.—arrived yesterday with 500
tons of general for Hongkong, 2,000 tons for
elsewhere.

The s.s. *Maddie Rickards* has arrived from
Bangkok with 2,000 tons of rice for Messrs.
Butterfield and Swire.

The s.s. *No. 2 Chiyoda Maru* arrived from
Moji yesterday with 1,440 tons of coal for
Japanese consignees.

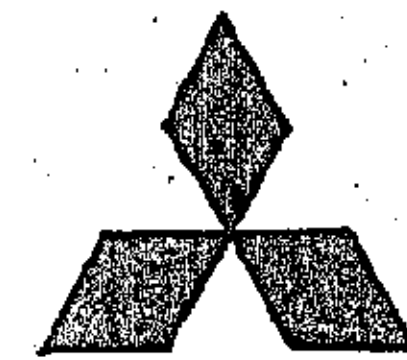
The s.s. *Altika* arrived from Swatow in bal-
last yesterday.

The s.s. *J. Dieckmann* arrived from Hoihow
and Haiphong yesterday with 900 tons of cargo
for Messrs. Jobson & Co.

The Dutch s.s. *Tjilatjap* arrived from Ma-
cassar and Sourabaya yesterday. She has 1,700
tons of cargo for Hongkong, 2,500 for elsewhere.

**ROWLAND'S
KALYDOR
FOR THE SKIN**

Produces soft, fair, delicate skin, heals all
cutaneous eruptions, and insures a lovely
delicate complexion for all who use it.
28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



MITSUBISHI GOSHI-KWAISHA.
(MITSUBISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.
Cable Address: "IWASAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes
used.

All Letters Addressed:—
MANAGER, MITSUBISHI CO., with name of
branch office.

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railway;
Sanyo, Kinshu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinjuku, Namasuta and Kami-Yamada
Collieries and also Hojo Colliery, which will be
ready to produce on a large scale the best Puzos
Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)
and Matsubashi Coals.
The Head and Branch Offices and the Agencies
of the Company will receive any order for
Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted
to 1,200,000 tons.
TAKASHIMA COAL.
New and additional shafts of the Takashima
Colliery have been completed and this well-
known best and most economical steam coal in
the East is now produced in abundance and
can be supplied in any quantity.
Hongkong, 28th April, 1904. [1102]

3 DAYS ONLY.

THE fees for the "UP-TO-DATE
SHORTHAND" will be increased.

As the last day of April is on an early
closing day, and Sunday is the 1st of May, the
payment of \$3.00 to completion for the full course
of 21 lessons may be made not later than Mon-
day next. If you enrol before that date you
may take your lessons at your leisure—in a
month, or 6 months.

The dull pupil pays no more than the bright
one. Pupils must be perfect in the 1st lesson
before we supply a second.

It may be learned quite as well by post as
attending the Studies at Hongkong or Canton.

It is not a school or a class; you come for ten
minutes, take your lesson, and return smiling
for the next. It is so easy you laugh at its
simplicity. Those who say "It's no good" ask
them their authority. Those who say "It's a
fraud," ask for proof. Bring such sceptics to
me, please.

Business Training Studios, Hongkong

(near G.P.O.)

Canton:—144, Shameen.

WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [590-681]

ON SALE.

MAP OF THE SIKIANG or WEST
RIVER
From Hongkong to Wuchowfu,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents, Cash.

Hongkong, 1st April, 1897

LANE, CRAWFORD & CO. FOLDING CANVAS CAMP BEDSTEADS

THE MOST
PORTABLE
CAMP BED-
STEAD EVER
MADE.

\$9 each.

GUARANTEED TO SUPPORT OVER HALF-TON
CLOSED.

THIN TROPICAL BLANKETS, \$3.50 EACH.
A NECESSITY AND A LUXURY FOR THE SUMMER.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—31, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HOOVER STREET

OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kyoto, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Maiduru Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Ccd's)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mamoda, Manoura, Onoura Otsuji,
Sasahara Tamakuro, Yoshinotani, Yoshio, Yunkobiki, and other Coals.
N. INUZUKA, Manager, Hongkong

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
Handsomely decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Nowirth.

BAR
Under the direction of American mixologist. Anything you want served promptly
and pleasantly.

BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.

STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
PROPRIETORS.

[265]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [5394]

TAKE NOTICE that Vaccination is per-
formed free of charge at the Government
Civil Hospital, Tung Wah Hospital, Alice
Memorial Hospital and Nethercole Hospital
on the days and at the times specified below and
that you are strongly advised to avail your-
selves of this privilege and attend at one of
these places with your children to be vaccinated
in order to protect yourselves from smallpox.
THOS. A. HAMMER,
Acting Secretary.

GOVERNMENT CIVIL HOSPITAL.—Every day
except Sunday from 2 to 4 P.M.
TUNG WAH HOSPITAL.—On the 1st day of the
month (Chinese reckoning) and every other
day subsequently at 10 A.M.
ALICE MEMORIAL HOSPITAL.—On Mondays
and Thursdays at 12 NOON.
NETHERSOLE HOSPITAL.—On Wednesdays and
Saturdays at 11 A.M. [1094]

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
3486

RUINART PERE & FILS, REIMS
Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [50]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. RUTTONJEE'S
KOWLOON STORE, No. 36, Elgin Road
Price 15 cents per copy cash.
Hongkong, 22nd December, 1902. [3518]

NOTICES OF FIRMS
NOTICE.

WE have This Day authorised Mr.
J. W. C. BONNAR to Sign the
name of our Firm in Hongkong and China, by
procuration.
GIBB, LIVINGSTON & CO.
Hongkong, 2nd April, 1904. [10

SHIPPING.

ARRIVALS.

April 26, FRANZ FERDINAND, Aust. str., 3,841, C. Mateovich, Kobe 20th April, General—HARRIS, WIELER & CO.

April 27, BENNETT, British str., 1,935, A. Webster, London 13th March, General—GIBB, LIVINGSTON & CO.

April 27, CHRYSEAS, British str., 1,424, H. J. Roop, Shanghai 24th April, General—J. D. ANDREWS, SHANGHAI & CO.

April 27, JACOB DIEDERICHSEN, German str., 623, B. Ohlson, Haiphong and Hoihow 20th April, General—JENSEN & CO.

April 27, PALAWAN, British str., 2,995, J. D. Andrews, K.R.R., Shanghai 24th April, General—P. & O. S. N. Co.

April 27, PINGUEY, British str., 6,457, E. Warrall, Tacoma and Nagasaki 23rd April, General—BUTTERFIELD & SWIRE.

April 27, STOR, NORDBIKE, Danish str., 596, E. Svensen, Tourant 25th April, Cable—G. N. TELEGRAPH CO.

April 27, TIGER, German gunboat, 900, Dumlum, Amoy 25th April.

April 27, TINGSANG, British str., 1,045, F. Wheeler, Wuhu 20th April, and Chinkiang 22nd, General—JARDINE, MATHESON & CO.

April 27, TULATJAP, Dutch str., 2,475, H. Koops, Macassar 19th April, General—HOLLAND-CHINA TRADING CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
27th April.
Anglin, British str., for Swatow.
China, German str., for Saigon.
Nithdale, British str., for Kobe.

DEPARTURES.

SABO MARU, Japanese str., for Japan.
27th April.
ATHENIAN, British str., for Vancouver.
BAYERN, German str., for Shanghai.
COULSON, British str., for Sasebo.
DEIMA, German str., for Suifu.
FOYLE, British str., for Kobe.
HONGKONG, French str., for Haiphong.
KORICHANG, German str., for Bangkok.
KWANTAN, Chinese str., for Shanghai.
LOKSANG, British str., for Bangkok.
NORBERTA, British str., for Moji.
PRINZ HEINRICH, German str., for Europe.
SHIRAN, British str., for Amoy.
STRASSBURG, German str., for Shanghai.
TRIUMPH, German str., for Coast Ports.
WHANPOA, British str., for Shanghai.

VESSELS IN DOCK.

27th April.
ABERDEEN DOCKS.—H. I. G. M. S. Moave, Adamsfor, Hailan, Secard, Appenrade, Taiping, Houtan, Amara, U.S.S. Monterey, H.M.S. Moorhen.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAMFOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship
"FRANZ FERDINAND."
Captain Mateovich, will be despatched as above TO-DAY, the 28th inst., p.m.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princess Building,
Hongkong, 23rd April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"ERNEST SIMONS."
Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, 26th April, 1904.

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP (via SUEZ CANAL).
THE Steamship
"BENALDER."
Captain McIntosh, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 15th April, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RAS ISSA."
will be despatched for the above ports on THURSDAY, the 28th May.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 26th April, 1904.

HONGKONG-CANTON LINE.
THE British steamship
"YING KING."
Capt. Wm. Robinson, of 1083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.
1st Class ... \$3.00 for Single journey and 1.50 for Meals.
2nd ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
251 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
251 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
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Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON, &c., via PORTS OF CALL	MAZE	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	17th May, at Noon.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDER	Brit. str.	G. L. Livingston	GIBB, LIVINGSTON & CO.	About 7th May.
LONDON & ANTWERP	ANTENOR	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	10th May.
LONDON & ANTWERP	ALCANTARA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., via PORTS OF CALL	ANNAM	French str.	R. Girard	MESSAGERIES MARITIMES	3rd May, at 1 p.m.
BREMEN, via PORTS OF CALL	BAYERN	Ger. str.	R. Heintze	MELCHERS & CO.	25th May, at Noon.
HAYRE & HAMBURG	ALTEMBERG	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th May.
HAYRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	Förk	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE, &c., via SINGAPORE, &c.	NURNEBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	14th June.
GENOA, MARSEILLES & LIVERPOOL	F. FERDINAND	Aust. str.	Mateovich	SANDER, WIELER & CO.	To-day, P.M.
NEW YORK, via PORTS & SUEZ CANAL	DECAIGON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	28th June.
NEW YORK, via SUEZ CANAL	SHIMOSA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th June.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.	Dodwell & Co., Ltd.	STANDARD OIL CO.	About early May.
NEW YORK, via SUEZ CANAL	RAS ISSA	Brit. str.	Shewan, Tomes & Co.	SHEWAN, TOMES & CO.	About 12th May.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	11th May.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	21st May.
VICTORIA (B.C.) & SEATTLE via N'AKI, &c.	CALOHAS	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	17th May.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	21st May.
AUSTRALIAN PORTS	TRINIAN	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	9th May.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	11th May, Noon.
YOKOHAMA, via SHANGHAI, MOI & KOBE	PERA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 2nd May.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	11th May.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 2nd May.
SHANGHAI	SIMLA	Brit. str.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 8th May.
NINGPO & SHANGHAI	IOHANO	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	30th inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	11th May, 10 A.M.
TAMSU, via SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
TAMSU, via SWATOW & AMOY	FAITHFUL	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th May, 10 A.M.
ANPING, via SWATOW & AMOY	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	4th May, 10 A.M.
SWATOW & TIENTSIN	CHIRLI	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th May.
MANILA	SUNOKIANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	30th inst., 10 A.M.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 3rd May.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th May, 10 A.M.
CEBU & LORO	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	11th May, at Noon.
	WUCHANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, Noon.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 p.m., the Company's Steamship
"ANNAM," Captain R. Girard, with
Mail, Passengers, Specie and Cargo, will leave
this Port for MARSEILLES via Ports of
Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with
the Australian line s.s. "Nora," bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
on Monday, the 2nd May. Specie and
Parcels received until 4 p.m. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent,
Hongkong, 21st April, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.
THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above
port on WEDNESDAY, the 11th May, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 21st April, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 11th May, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 16th April, 1904.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
251 Tons, Captain A. Murphy, will leave for
Canton at 8.30 p.m., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 p.m. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.
Hongkong to London, 1st Class ... via St. Lawrence 420v ... via New York 432.
Intermediate on Steamers, ... 240. " " 242.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

Hongkong, 25th April, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct.	Sat., 30th April, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 7th May, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 25th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAYRE and HAMBURG	On 12th May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MARBURG	HAYRE, BREMEN and HAMBURG	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	
STRASSBURG	HAYRE and HAMBURG	On 31st May. Freight & Passengers.
Capt. Madsen	(Calling at Singapore and Colombo)	
SEGOWIA	HAYRE and HAMBURG	On 14th June. Freight.
Capt. Förk	(Calling at Singapore and Penang)	
NURNEBERG	HAYRE and HAMBURG	On 23rd June. Freight.
Capt. Jaburg	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND
SEA OF JAPAN, MOI, KOBE and YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"ARABIA"	4,483		
"ARAGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 29th March, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND
SEA OF JAPAN, MOI, KOBE and YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"ARABIA"	4,483		
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Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 29th March, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.



FOR	STEAMERS	LEAVING
TAMSU, via SWATOW	"M. STRUVE"	SUNDAY, 1st
AND AMOY	T. BRANDT	May, at 10 A.M.
ANPING, via SWATOW	"TRITON"	WEDNESDAY, 4th
AND AMOY	H. KRAFT	May, at 10 A.M.
TAMSU, via SWATOW	"FRITHJOF"	SUNDAY, 8th
AND AMOY	H. A. HARALDSEN	May, at 10 A.M.
FOOCHOW, via SWATOW	"TRIUMPH"	WEDNESDAY, 11th
AND AMOY	A. HANSEN	May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 28th April, 1904.

T. ABIMA, Manager.

[15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS
and LUGGAGE

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *French Steamer* with the French mail of 1st April, left Singapore on Monday, the 26th inst., Singapore, and may be expected here on or about Monday, the 2nd May. This packet brings replies to letters dispatched from Hongkong on 27th February.

The *Coptic*, with the American mail, left Yokohama on Friday, the 22nd inst., via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 2nd prox.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Kowloon	Thursday, 28th, 7.30 A.M.
Swatow, Amoy and Foochow	Thursday, 28th, 10.00 A.M.	
Macao	Hongkong	Thursday, 28th, 1.15 P.M.
Namtau	Taichun	Thursday, 28th, 5.00 P.M.
Saucho	Hoifu	Thursday, 28th, 5.00 P.M.
Macao	Wingchait	Thursday, 28th, 5.00 P.M.
Canton	Fatshan	Thursday, 28th, 5.00 P.M.
Canton	Hankow	Friday, 29th, 7.30 A.M.
Cebu and Iloilo	Wuchang	Friday, 29th, 11.00 A.M.
Bangkok	Rajahm	Friday, 29th, 9.00 A.M.
Bangkok	Wongkai	Friday, 29th, 9.00 A.M.
Bangkok	E. Rickmers	Friday, 29th, 9.00 A.M.
Singapore	Telemachus	Friday, 29th, 9.00 A.M.
Singapore, Penang and Hongkong	Franz Ferdinand	Friday, 29th, 1.00 P.M.
Manila	Sungliang	Friday, 29th, 3.00 P.M.
Canton	Powan	Friday, 29th, 5.00 P.M.
Canton	Kinsan	Saturday, 30th, 7.30 A.M.
Manila	Rubi	Saturday, 30th, 9.00 A.M.
Tientsin	Xiang	Saturday, 30th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Siberia	Printed Matter and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with letter fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Ningpo and Shanghai	Ichang	Saturday, 30th, 3.00 P.M.
Shanghai	Hanyang	Saturday, 30th, 5.00 P.M.
Yokohama and Kobe	Arqonia	Saturday, 30th, 5.00 P.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Household Furniture, 12, Knutsford Terrace, Kowloon, Mr. Geo. P. Lammer, 2.45 p.m.

TO-MORROW.

Sale, Household Furniture, 3, Cameron Villas, Peak, Messrs. Hughes & Hough, 11.30 a.m.

Sale, Household Furniture, 12, Knutsford Terrace, Kowloon, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Household Furniture, &c., 2, Hollywood Road, Mr. V. I. Remedios, 2.30 p.m.

Sale, Household Furniture, 6, Morrison Hill, Mr. G. P. Lammer, 2.45 p.m.

Organ Recital by Mr. A. G. Ward, St. John's Cathedral, 5.15 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON SINGAPORE.	ON BATAVIA.	ON HAMBURG.	ON LONDON.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON SINGAPORE.	ON BATAVIA.	ON HAMBURG.
Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer	Telegraphic Transfer
Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand
Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight	Bank Bills, at 3 days' sight
Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight	Bank Bills, at 4 months' sight
Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight	Credits at 4 months' sight
Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight

OPINION.

Quotations are—	Allowance net to 1 catty.
Malwa New	\$1000 to \$1020 per picul
Malwa Old	\$1060 to \$1080 "
Malwa Older	\$1120 to \$1140 "
Malwa V. Old	\$1180 to \$1200 "
Persian extra quality	\$890 to " "
Persian fine quality	\$910 to " "
Persian Old	\$1325 to " per chest.
Bombay Old	\$1325 to " "
Bombay New	\$1375 to " "

VESSELS EXPECTED.

The *M.M. steamer Ernest Simons* left Singapore on the 26th inst. at 5 p.m. for this port via Saigon.

The *Indo-China steamer Nanning* left Calcutta for this port via the Straits on the 17th inst., and may be expected here on the 4th prox.

The *Indo-China steamer Saigon* left Calcutta for this port via the Straits on the 23rd inst., and is expected here on the 10th prox.

The *O. & C. steamer Coptic*, from San Francisco, left Yokohama for this port via Kobe, &c., on the 22nd inst.

The *P.M. steamer Korea* left San Francisco for this port via Honolulu, &c., on the 15th inst.

The *C.P.R. steamer Empress of Japan* left Vancouver on the 15th inst., p.m., for Hongkong via the usual ports of call.

The *German mail steamer Oldenburg* left Aden on Wednesday, at 6 p.m., and may be expected here on Tuesday, the 10th prox.

MERCHANT STEAMERS.

The *H.A.L. steamer Aragonia*, from Hamburg, left Singapore for this port on the 22nd inst., a.m., and is due here on the 28th inst., a.m.

The *J.C.J. Lijn steamer Tjalpaj* left Macassar for this port on the 19th inst., and may be expected here on the 28th inst.

The *N.Y.K. steamer Ocean*, from London and ports, left Singapore for this port on the 22nd inst., at 4 p.m., and is expected here on the 28th inst.

The *C.P.R. steamer Tartar* arrived at Shanghai at 1.30 p.m. on Monday, the 25th inst., and left again at 3 a.m. on Tuesday for Hongkong, where she is due to arrive at 8 a.m. on Friday, the 28th inst.

The *Boston Steamship Co.'s steamer Shawmut* arrived at Yokohama on the 22nd inst.

The *O.S.S. & C.M. steamer Priguney* left Victoria (B.C.) on the 24th ult. for Japan and Hongkong.

The *P. & A. steamer Indrapura* left Portland for Hongkong via Japan ports on the 8th inst., and is expected here on the 11th prox.

The *O.S.S. & C.M. steamer Aganemura* left Victoria (B.C.) on the 22nd inst. for Japan and Hongkong.

JOINT STOCK SHARES.

COMPANY	PAID UP.	QUOTATIONS.
Bank—		
Hongkong & Shanghai	125	\$367, rollers
Nat'l Bank of China	25	\$36, sales & buy.
Bank of China	25	\$36, sales & buy.
Bank of Communications	25	\$36, sales & buy.
Bank of India	25	\$36, sales & buy.
Bank of Japan	25	\$36, sales & buy.
Bank of Korea	25	\$36, sales & buy.
Bank of Persia	25	\$36, sales & buy.
Bank of Siam	25	\$36, sales & buy.
Bank of Tonkin	25	\$36, sales & buy.
Bank of Yunnan	25	\$36, sales & buy.
Bank of Zibo	25	\$36, sales & buy.
Bank of China (London)	25	\$36, sales & buy.
Bank of China (Hongkong)	25	\$36, sales & buy.
Bank of China (Canton)	25	\$36, sales & buy.
Bank of China (Shanghai)	25	\$36, sales & buy.
Bank of China (Tientsin)	25	\$36, sales & buy.
Bank of China (Peking)	25	\$36, sales & buy.
Bank of China (Harbin)	25	\$36, sales & buy.
Bank of China (Kobe)	25	\$36, sales & buy.
Bank of China (Yokohama)	25	\$36, sales & buy.
Bank of China (Manila)	25	\$36, sales & buy.
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Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
Bank of China (Iligan)	25	\$36, sales & buy.
Bank of China (Zamboanga)	25	\$36, sales & buy.
Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
Bank of China (Iligan)	25	\$36, sales & buy.
Bank of China (Zamboanga)	25	\$36, sales & buy.
Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
Bank of China (Iligan)	25	\$36, sales & buy.
Bank of China (Zamboanga)	25	\$36, sales & buy.
Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
Bank of China (Iligan)	25	\$36, sales & buy.
Bank of China (Zamboanga)	25	\$36, sales & buy.
Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
Bank of China (Iligan)	25	\$36, sales & buy.
Bank of China (Zamboanga)	25	\$36, sales & buy.
Bank of China (Davao)	25	\$36, sales & buy.
Bank of China (Cagayan)	25	\$36, sales & buy.
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